MARYLAND HISTORICAL TRUST ADDENDUM SHEET
U.S. 301 SOUTH CORRIDOR TRANSPORTATION STUDY

Property Name: Hill's Bridge
Survey No.: PG:79-62

Property Address Northbound MD Route 4 over Patuxent River, Upper Marlboro vicinity, Prince George's County
Owner Name/Address Maryland State Highway Administration, 707 N. Calvert St., Baltimore MD 21202
Year Built 1932, demolished circa 1990

Description:

Hill's Bridge, also known as Woodland Bridge and Bridge Number 16011, has been demolished. The bridge was replaced in 1990/1991 by a metal girder bridge with concrete jersey barriers and a concrete deck.

National Register Evaluation:

The site of Hill's Bridge is located within the Woodland Historic District (PG:79-63). The Woodland Historic District was determined eligible for the National Register of Historic Places by the Maryland Historical Trust in July 1993. However, the modern bridge located on the site of the former Hill's Bridge is a non-contributing resource within the Historic District.

MHT CONCURRENCE:
Eligibility ____recommended X not recommended
Criteria ___A ___B X C ___D **Considerations** ___A ___B ___C ___D ___E ___F ___G ___None
Comments:

Reviewer, Office of Preservation Services / Date — Reviewer, NR program — Date 8/14/02

Preparer:
P.A.C. Spero & Company
November 1998

PRINCE GEORGE'S COUNTY
HISTORIC SITE SUMMARY SHEET

Survey #: P.G. #79-62 Building Date: 1932

Building Name: Hill's Bridge

Location: Northbound Md. Route 4 at Patuxent River

Public/Transportation/Occupied/Excellent/Accessible

Description

Hill's Bridge is a Parker through truss bridge; it carries the northwest-bound lane of Maryland Route 4 over the Patuxent River between Anne Arundel and Prince George's Counties. It consists of one 200 foot steel span, with seven vertical members, five of which are in compression, and six diagonal members in tension. Both the vertical and diagonal members consist of heavy channel beams, as do the inclined end posts, the portal struts, and the members of the polygonal top chord. The portal braces are composed of triangular trusses. The top lateral bracing consists of two narrow channel beams connected by lattice. All members are joined by rivets. The lower chord members of Hill's Bridge are keyed into and supported by molded concrete abutments at each end.

Significance

Hills Bridge was constructed in 1932 to replace the older wooden bridge at Hill's Landing. It is an excellent example of a steel Parker through truss bridge with polygonal top chord. It is a noticeable landmark in this rural area at the eastern boundary of Prince George's County. From at least as early as the beginning of the nineteenth century, there had been a boat and fishing landing at this location, about one-half mile south of Compton Bassett, the home of the Hill family. In 1854, William Beanes Hill received, by Act of the General Assembly, a charter to build a bridge across the Patuxent, to connect Anne Arundel and Prince George's Counties. The bridge was opened to traffic in October 1854, and was known henceforth as Hill's Bridge. William B. Hill and the Woodland Bridge Company maintained the bridge and collected toll. In 1892, two years after the death of William Beanes Hill, the General Assembly directed the Commissioners of Prince George's and Anne Arundel Counties to purchase Hill's Bridge and maintain it as a free bridge. Later that year, the Woodland Bridge Company sold the bridge and its right of way, to the Commissioners of both Counties. In 1932 the present steel Parker through truss bridge was constructed, according to specifications of the State Roads Commission. Maryland Route 4 was constructed in the 1960's as a dual highway to carry the increased traffic between Prince George's and Anne Arundel Counties. The 1932 bridge was used to carry the northwest-bound traffic, while a new span was constructed to carry the southeast-bound traffic. Hill's Bridge now stands as a prominent and visible landmark on the Patuxent River. It is an excellent example of an early twentieth century Parker through truss bridge with polygonal top chord, and exemplifies the historical and industrial heritage of the County. It stands on the site of the original Hill's Bridge which was built by a member of one of Marlboro's most prominent families.

Survey No. P.G.#79-62

Magi No.

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Woodland Bridge

and/or common Hill's Bridge (preferred)

2. Location

street & number northbound Md. Route 4 (Pennsylvania Avenue) at Patuxent ___ not for publication

city, town Upper Marlboro ___ vicinity of **congressional district** 5

state Maryland **county** Prince George's

3. Classification

Category	Ownership	Status	Present Use	
___ district	X public	X occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
X structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	X yes: unrestricted	___ industrial	X transportation
	X not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name State Highway Administration

street & number 301 West Preston Street telephone no.:

city, town Baltimore state and zip code Maryland

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber JWB#21

street & number Main Street folio 542

city, town Upper Marlboro **state** Maryland

6. Representation in Existing Historical Surveys

title Maryland Inventory of Historic Resources

date 1980 ___ federal X state ___ county ___ local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis **state** Maryland

7. Description

Survey No. P.G.#79-62

Condition		Check one	Check one
X excellent	___ deteriorated	X unaltered	X original site
___ good	___ ruins	___ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Hill's Bridge is a good example of a Parker through truss bridge. It carries the northwest-bound lane of Maryland Route 4 over the Patuxent River between Anne Arundel and Prince George's Counties.

Hill's Bridge consists of one 200 foot steel span, with seven vertical members, five of which are in compression, and six diagonal members in tension. Both the vertical and diagonal members consist of heavy channel beams, as do the inclined end posts, the portal struts, and the members of the polygonal top chord. The portal braces are composed of triangular trusses. The top lateral bracing consists of two narrow channel beams connected by lattice. All members are joined by rivets. The macadam roadway rests on long transverse floor beams.

The lower chord members of Hill's Bridge are keyed into and supported by molded concrete abutments at each end. The abutment at the Anne Arundel (east) end is wider and larger than that on the Prince George's County end. A cleared area south of the roadbed on the Prince George's County side gives access to a popular public fishing area.

8. Significance

Survey No. P.G.#79-62

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	_X_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	_X_ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	_X_ transportation	
_X_ 1900–	___ communications	___ industry	___ politics/government	_X_ other (specify) Local History	
		___ invention			

Specific dates 1932 **Builder/Architect** H.D. Williams, W. C. Hopkins

check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state __local

Prepare both a summary paragraph of significance and a general statement of history and support.

Hills Bridge was constructed in 1932 to replace the older wooden bridge at Hill's Landing. It is an excellent example of a steel Parker through truss bridge with polygonal top chord. It is a noticeable land mark in this rural area at the eastern boundary of Prince George's County.

The first bridge at this location was built in 1854, connecting the land-holdings of the Hill family in both Prince George's and Anne Arundel Counties. The Hills lived at Compton Bassett, a fine Federal style brick mansion (PG #79-10, National Register) which stands ca. 2,000 feet west of the Patuxent on land patented by Clement Hill in 1699. In 1818, Dr. William Hill had the property resurveyed, for 2,183-3/4 acres, and renamed Woodland; the family mansion has been known both as Compton Bassett and as Woodland since that time.[1]

From at least as early as the beginning of the nineteenth century, there had been a boat and fishing landing at this location, about one-half mile south of Compton Bassett; it was known as Green Landing, and later Hill's Landing. In 1845 a lumber inspector was appointed for Green Landing. In 1854, William Beanes Hill (son and heir of Dr. William Hill) received, by Act of the General Assembly, a charter to build a bridge across the Patuxent, to connect Anne Arundel and Prince George's Counties. He constructed the bridge in that year , between "Woodland" in Prince George's County and "Clement Hill's Purchase" in Anne Arundel County. The bridge was opened to traffic in October 1854, and was known henceforth as Hill's Bridge. William B. Hill and the Woodland Bridge Company maintained the bridge and collected toll.[2] From this time forward, most of the old private lane into Compton Bassett became a public road, allowing access to Hill's Bridge from the Marlborough-Queen Anne Road.

The new bridge spanned the Patuxent just north of the old landing, where William B. Hill had built and maintained a complex of structures. The complex included a storehouse and two warehouse, and four dwellings (including those for the steamboat captain and the toll keeper) as well as the wharves themselves.[3]

In 1876 the General Assembly indicated an interest in purchasing the bridge from William B. Hill, and maintaining it in the future for free travel.[4] In 1884 the bridge was virtually destroyed by floods, and the General Assembly acted to revive and create the Woodland Bridge Company which had been chartered but not incorporated at the time of the original construction in 1854. Accordingly, in 1884, William Beanes Hill of Prince George's County and three men (Joseph Shepherd, Joseph Chaney and Samuel Gardner) of Anne Arundel County, incorporated to form the Woodland Bridge Company; the company re-erected the bridge and maintained it as a toll bridge.[5]

In 1892, two years after the death of William Beanes Hill, the General Assembly directed the Commissioners of Prince George's and Anne Arundel Counties to purchase Hill's Bridge and maintain it as a free bridge. Later that year, the Woodland Bridge Company sold the bridge and its right of way, as well as property in Anne Arundel County and 3/4 acre in Prince George's County to the Commissioners of both Counties for $4,000. The bridge was maintained by the two Counties until its rebuilding in 1932.[6]

In 1932 the present steel Parker through truss bridge was constructed, according to specifications of the State Roads Commission. H. D. Williams was the Chief Engineer, and W. C. Hopkins was the Bridge Engineer. A plaque, which until recently was attached to the bridge, identifies the State Roads Commission as E. Brooke Lee and Robert Lacy, with Clinton Uhl as Chairman.[7]

Maryland Route 4 was constructed in the 1960's as a dual highway to carry the increased traffic between Prince George's and Anne Arundel Counties. The 1932 bridge was used to carry the northwest-bound traffic, while a new span was constructed to carry the southeast-bound traffic. Hill's Bridge now stands as a prominent and visible landmark on the Patuxent River. It is an excellent example of an early twentieth century Parker through truss bridge with polygonal top chord. It stands on the site of the original Hill's Bridge which was built by a member of one of Marlboro's most prominent families, descendants of whom still own and reside on the adjoining Compton Bassett property. Hill's Bridge exemplifies the historical and industrial heritage of the County.

Notes

1 Patents CC #4:161, WD:261; Patented Certificate #2392, cf. also plat in Prince George's County Deed AB #11:416 ff.

2 Laws of Maryland 1845, Chapter #171, and 1854, Chapter #85; Planters' Advocate, November 30, 1853, August 30, 1854 and October 11, 1854; Prince George's County Deeds, JWB #3:550 and JWB #21:542.

3 Prince George's County Tax Assessments, 1860's.

4 Laws of Maryland 1876, Chapter #379; cf. also Laws 1884, Chapter #301.

5 Laws of Maryland 1884, Chapter #301.

6 Laws of Maryland 1892, Chapter #696; Prince George's County Deed, JWB #21:542.

7 Hnedak, John, 1980, MHT Inventory Form on Hill's Bridge.

9. Major Bibliographical References

Survey No. P.G.#79-62

cf. notes, Item 8

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Bristol Section D **Quadrangle scale** 1:24000

UTM References do NOT complete UTM references

A	Zone	Easting	Northing	B	Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Susan G. Pearl, Research/Architectural Historian

organization P.G. Historic Preservation Commission M-NCPPC **date** June 1988

street & number Room 4010 C.A.B **telephone** 952-3521

city or town Upper Marlboro **state** Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

PS-2746

PG:79-62

G. Clinton Uhl (1871-1934)

This bridge has been associated with the name of Clinton Uhl, either by direct reference or by the coincidence of its date of construction with Mr. Uhl's tenure as chairman of the State Roads Commission.

Mr. Uhl's life is but sketchily known at present. His name is physically incribed on more bridges of this period than that of any other individual, and it may be inferred that he was to some not-inconsiderable extent responsible for the shape taken by the state's road and bridge system in the middle 1930s, and possibly, at least in terms of construction policy, for some time beyond that.

From Uhl's obituary, found in the Balitmore Sun of 6 August 1934, we learn that he became interested in roads at age 20 because of difficulties encountered while trying to excute the duties of a delivery boy, in the employ of the McMullen Brothers of Cumberland. He was sufficently energetic and ambitious to establish "Clinton Uhl and Company", a general store; the Maryland Shoe Company; both in Cumberland; the Greenbriar Quarry; and the Mt. Savage Fuel Company. He became a member of the board of road directors of Allegany County in 1905. In 1916 he was appointed to the State Roads Commission, becoming its chairman in 1929 and serving until his death. The one dark spot in his career seems to have been an accusation by a West Virginia contractor that he (the contractor) was denied a contract for refusing to buy stone from the Greenbriar Quarry. Uhl was cleared of all charges of misconduct with the help of Governor Ritchie. The roads of Allegany were considered to be the best in the State during Uhl's tenure there.

Truss bridges with major structural members of compound beams, of either the Warren or Pratt types, while more expensive and considered more intrusive on the landscape, were built to span the larger gaps.

With an aesthetic which allowed concrete slab bridges to have classical balustrades, or the application of a jazz-age concrete relief; with the considerable variety possible in the construction of medium sized metal trusses; and with the lack of nationwide standards for highway bridge design, the resulting body of structures displays considerable variety. The sameness of appearance of currently produced highway bridges leads one to believe this variety will not reappear. For that reason alone it is wise to keep watch over our existing bridges. Regardless of ones taste and aesthetic preference, one must be admitted that these older bridges add their variety and visual interest to the environment as a whole, and that it is often the case that their replacement by a standard highway bridge results in a visual hole in the landscape.

In situations requiring decisions of potential effect on these structures, they should receive some consideration. As the recording and subsequent understanding of Maryland's Cultural resources grows, they will be recognized as a significant part of that heritage.

It should be noted that two non-negligible classes of structure have been omitted from this set. The first is the huge number of concrete slab or beam bridges of an average of twenty feet or less in length. These are so nearly ubiquitous and of such minor visual impact (they are often easy to drive across without noticing) that they were not inventoried. They are considered in the general recommendations section of the final report of this survey, however.

The second category is that of the "great" bridges, the huge steel crossings of the major waterways. While they are awesome and aesthetically appealing, they are not included in this inventory because they do not share the problems of their more modest counterparts. They do not lack for recognition, they have not been technologically outmoded, and are in no danger of disappearing through replacement. In a sense, they are not as rare; hundreds of

these great bridges are known nationally, and there is little doubt as to the position of any one bridge within national spectrum. There seems little point in including them with the larger inventory of bridges. From an arbitrary point of view, their dates are outside the 1935 limit which we set for the consideration of bridges. We have departed from that limit on occasion, but will not in this case. These bridges, too, will be considered in the final report.

Moveable bridges deserve a special note regarding their significance. They are rare, and all but the most recent of them have been listed by this survey by virtue of that fact alone. They are, by their nature as intermittent impediments to the smooth flow of traffic, threatened. We rarely tolerate disruptions to what we perceive as our progress. This has been demonstrated recently by the replacement of the drawbridge at Denton, on one of the major routes to the Atlantic Coast from the rest of Maryland.

However much we are inconvenienced by them, we must admit that moveable bridges contribute a share of interest to the landscape. As with significance judgements in general, we here enter a realm which is governed by taste and opinion. Some of us might not enjoy being forced to site back for a while to look at the surroundings which we would otherwise totally ignore, especially if the engine is in danger of boiling over. But there are those who are fascinated by the slow rise of a great chunk of roadway, moved by quit, often invisible machinery; who are amused by the tip of the mast which skims the top of the temporary wall; or who reflect on the nobility inherent in a river and the fact that we have not subdued every waterway with our autos, while knowing that we can if we want to.

PG:79-62

GENERAL BRIDGE SIGNIFICANCE

The significance of bridges in Maryland is a difficult and subtle thing to gauge. The Modified significance criteria of the National Register, which are the standard for these judgements in Maryland, as in most states, must be broadly applied to allow for most of these structures, In particular the 50 year rule which specifies a minimum age for structures can be waived, and is more commonly done so for engineering structures than for others. Questions of uniqueness and typicality, exemplary types, etc., must set aside for now, because they presuppose a wider knowledge of the entire resources than is presently available. Indeed, this survey is an initial step toward understanding the extent to which Maryland's bridges are part of her cultural resources. Aesthetic considerations may have to be sidestepped entirely, for such structures as these are generally considered mundane and ordinary at best, and sometimes a negative landscape feature, by the layman. It does take a specialized aesthetic sense to appreciate such structures on visual grounds, but a case for visual significance can be made. The remaining criteria are those of historical associations. The relative youth of most of these structures precludes a strong likelihood of participation to events and lives of import. The best generalization can be made for most bridges is that they are built on site of early crossings, developing from fords and ferries through covered bridges and wooden trusses to their present state. This significance inheres in the site, however, and in most cases would not be diminished by the adsense of the present structure.

These criteria may also be addressed positively. The primary significance of these bridges, those which were built between the two World Wars, consists in their association with rapidly changing modes and trends in transportation in America during the period. The earliest of them saw the appearance of the automobile and its rise as the preëminent means of getting Americans from place to place. Roads were being improved for increased speeds and capacity, and bridges, as potential weak links on the system, became particularly important. The technology for producing them was not new, and would not change significantly during the period. Accordingly, great numbers of easily, quickly and relatively cheaply built concrete slab, beam and arch bridges were built to span the samll crossings, or were multiplied to cover longer crossings where height was no problem.

PG-79-62 1932
Hills Bridge
Upper Marlboro vicinity
public (unrestricted)

This bridge, which carries Maryland Route 4 over the Patuxent River, consists of a single steel Parker through truss which measures 200 feet in length. Triangular trusses serve as portal braces. All connections between structural members are riveted.

Erected in 1932, this structure was built according to specifications of the Maryland State Roads Commission, under the chairmanship of G. Clinton Uhl, H.D. Williar, Chief Engineer, and W.C. Hopkins, Bridge Engineer. E. Brooke Lee and Robert Lacy also served as Commissioners.

Hills Bridge is the only significant historic truss bridge -- part of Maryland's state road system in Prince George's county, and one of 26 bridges of the same general structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey during 1980-81.

PG-16011 MARYLAND HISTORICAL TRUST PG-79-62

MAGI #17[redacted]3817

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC
HILL'S BRIDGE

AND/OR COMMON
Maryland 4 over Patuxent River Bridge

2 LOCATION

STREET & NUMBER
East of Upper Marlboro

CITY, TOWN
__ VICINITY OF

CONGRESSIONAL DISTRICT
5th

STATE
Maryland

COUNTY
Prince George's

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME State Highway Administration DOT Survey Telephone #:

STREET & NUMBER
301 West Preston Street

CITY, TOWN
Baltimore
__ VICINITY OF

STATE, zip code
Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. P.G. County Courthouse

Liber #:
Folio #:

STREET & NUMBER

CITY, TOWN
Upper Marlboro

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

PG:28-52

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This bridge, which carries Maryland Route 4 over the Patuxent River in an E-W direction, consists of a single Parker through steel truss, 200' in length. Portal braces are triangular trusses, and all connections are riveted.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PG: 79-62

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER	
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES 1932 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

built according to specifications of the State Roads Comm., H.D. Williar Chief Engineer, W.C. Hopkins, Bridge Engineer.

(See M/DOT Survey general bridge significance), The Bridge plaque identifies the State Roads Commission as E. Brooke Lee and Robert Lacy, with Clinton Uhl as chairman (see also Uhl notes).

CONTINUE ON SEPARATE SHEET IF NECESSARY

PG:79-62

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Files of the Bureau of Bridge Design, State Highway Administration, 301 West Preston Street, Baltimore, Md.

Condit, Carl, American Building Art, 20th Century; New York, Oxford University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Quadrangle Name: Bristol, MD
Quadrangle Scale: 1:24 000
UTM References: 18.351300.4297040

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
John Hnedak/M/DOT Survey Manager

ORGANIZATION	DATE
Maryland Historical Trust	1980
STREET & NUMBER	TELEPHONE
21 State Circle	(301) 269-2438
CITY OR TOWN	STATE
Annapolis	Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

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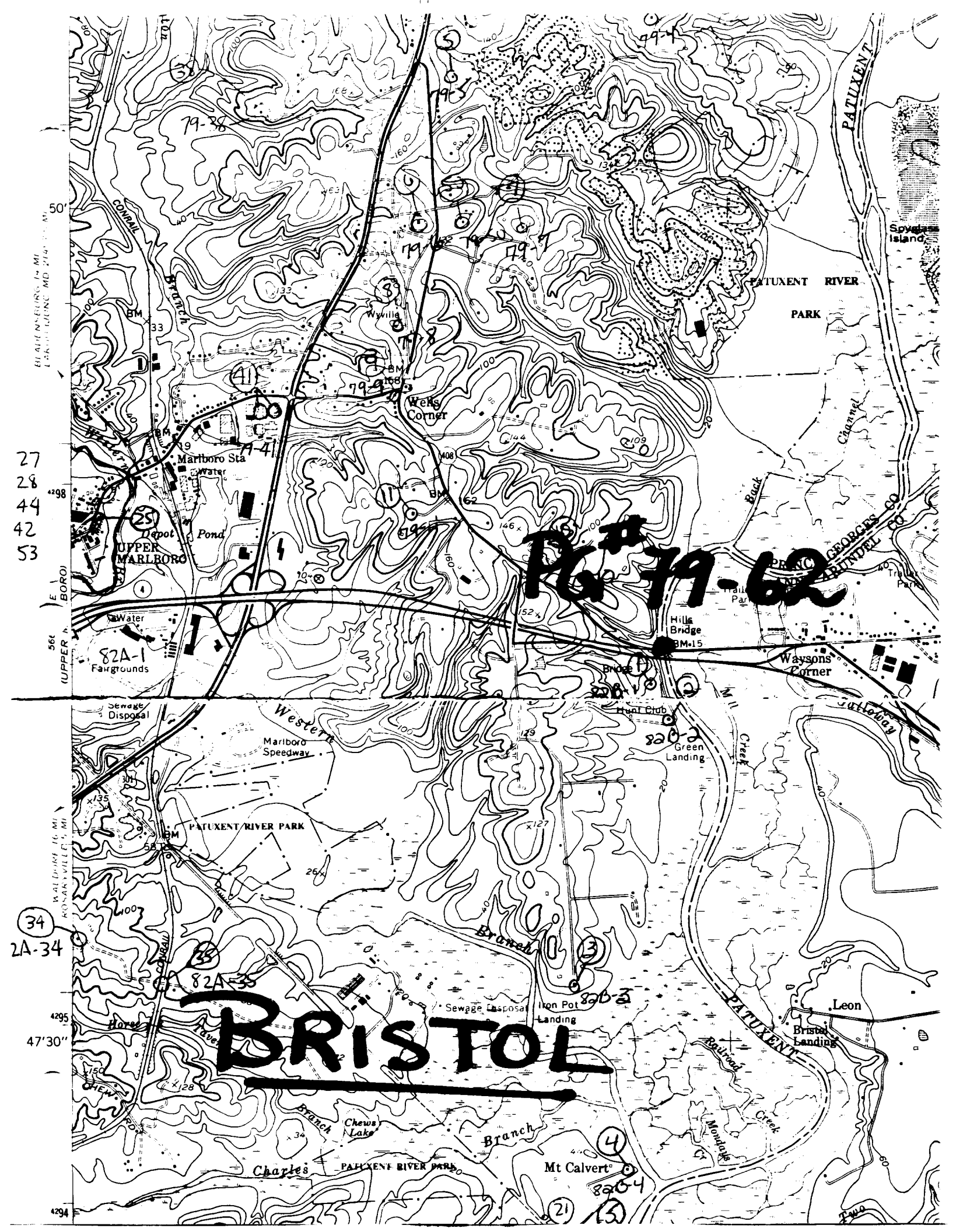
(301) 267-1438


PATUXENT
Spydas Island
PATUXENT RIVER PARK
Wells Corner
Marlboro Sta
Water
Depot
Pond
UPPER MARLBORO
Fairgrounds
82A-1
Hills Bridge
Waysons Corner
Sewage Disposal
Marlboro Speedway
Western Branch
Hunt Club
Green Landing
Galloway Creek
PATUXENT RIVER PARK
82A-2
82A-3
Iron Pot Landing
Leon
Bristol Landing
Railroad
Mondaug Creek
Chews Lake
Mt Calvert
82A-4
Charles
PATUXENT RIVER PARK
Two
PG# 79-62
BRISTOL

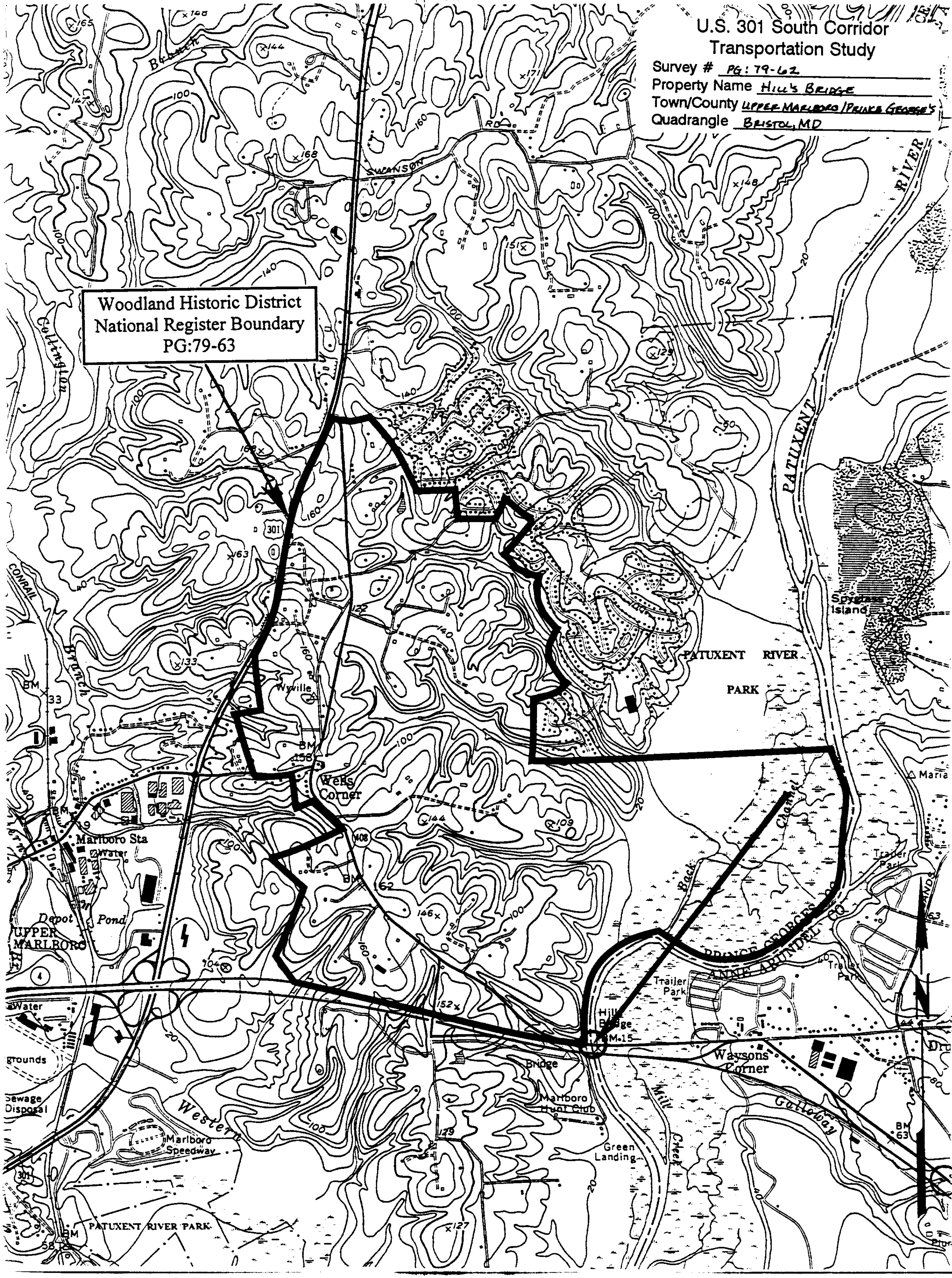
U.S. 301 South Corridor Transportation Study

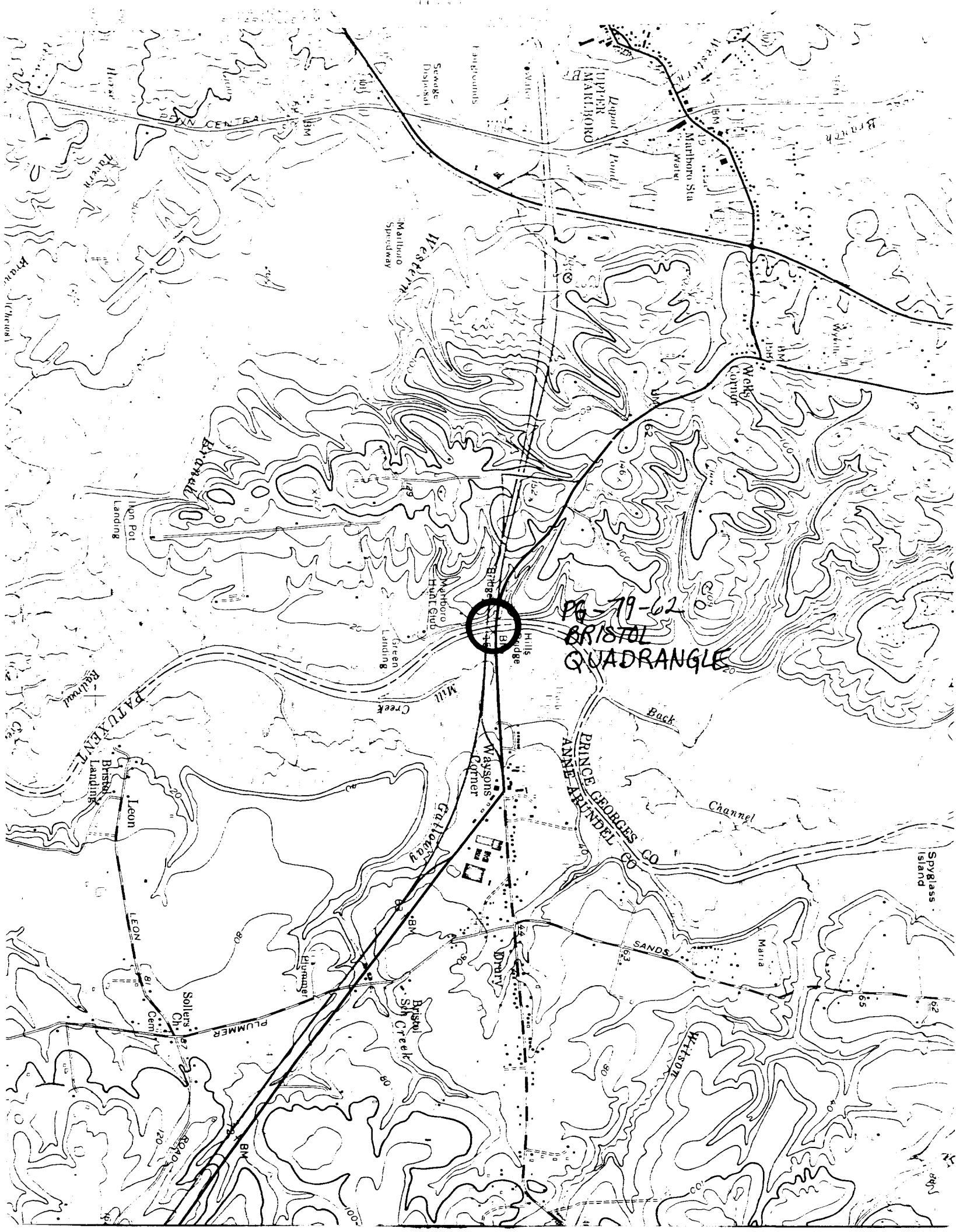
Survey # PG: 79-62

Property Name Hill's Bridge

Town/County Upper Marlboro / Prince George's

Quadrangle Bristol, MD




PG-79-62
BRISTOL
QUADRANGLE
UPPER MARLBORO
Depot
Pond
Marlboro Sta
Water
Sewage Disposal
Fairgrounds
Marlboro Speedway
Weeks Corner
Brandywine
Iron Pot Landing
Marlboro Hist Grid
Green Landing
Hills Bridge
Mill Creek
Back
Waysons Corner
Galloway
PRINCE GEORGES CO
ANNE ARUNDEL CO
Channel
Spyglass Island
Bristol Landing
Leon
LEON
PLUMMER
Sollers Ch.
Cem.
Plummer
Bristol Sch
Creek
Drury
SANDS
Maria
WATSON
ROAD
Railroad
PATUXENT

PG: 79-62

NAME Rt 4 BRIDGE OVER PATUXENT RIVER

LOCATION UPPER MARLBORO, Md

FACADE LOOKING NE

PHOTO TAKEN 9/24/74 MDNYER

PG-79-62
Hills Bridge
M/DOT
Hnedak/ Meyer
Summer 1980

PG-79-62
Hills Bridge
M/DOT
Hnedak/ Meyer
Summer 1980

Pic # 79-62

Hill's Bridge
Prince George's Co. MD
Susan L. Pearl
March 1988
View from South
Neg: Md Hist. Trust
Annapolis, MD.

PG # 79-62

Hill's Bridge
Prince George's Co. MD
Susan L. Pearl
March 1988
View from West
Neg: Md. Hist. Trust,
Annapolis, MD

PG # 79-62

Hall's Bridge
Prince George's Co. MD
Susan D. Peare
March 1988
Southwest detail
Hkg: Md. Hist. Trust,
Annapolis, MD


Pike
EXIT ONLY
50